

National Transportation Safety Board
Washington, DC 20594

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Brief of Accident

Adopted 07/25/2007

SEA07LA079 File No. 21921	03/19/2007	Marysville, CA	Aircraft Reg No. N231KZ	Time (Local): 16:15 PDT		
Make/Model:	Mooney Acft / M20K			Fatal	Serious	Minor/None
Engine Make/Model:	Continental / TSIO-360		Crew	0	1	0
Aircraft Damage:	Substantial		Pass	0	0	0
Number of Engines:	1					
Operating Certificate(s):	None					
Type of Flight Operation:	Personal					
Reg. Flight Conducted Under:	Part 91: General Aviation					
Last Depart. Point: Same as Accident/Incident Location				Condition of Light:	Day	
Destination: Local Flight				Weather Info Src:	Weather Observation Facility	
Airport Proximity: Off Airport/Airstrip				Basic Weather:	Visual Conditions	
				Lowest Ceiling:	None	
				Visibility:	10.00 SM	
				Wind Dir/Speed:	170 / 011 Kts	
				Temperature (°C):	23	
				Precip/Obscuration:	No Obscuration; No Precipitation	
Pilot-in-Command	Age: 83			Flight Time (Hours)		
Certificate(s)/Rating(s)				Total All Aircraft:	5700	
Commercial; Multi-engine Land; Single-engine Land				Last 90 Days:	40	
				Total Make/Model:	150	
Instrument Ratings				Total Instrument Time:	UnK/Nr	
None						

After departing Runway 14 the pilot extended his downwind leg for an incoming airplane. After sighting the incoming traffic and turning onto final approach, the pilot observed an unlighted approach light bar immediately in front of him, which the airplane subsequently "clipped". The airplane then impacted two more light bar standards prior to impacting terrain and coming to rest upright about 1,000 feet from the approach end of Runway 14. The pilot stated that if he had not extended his downwind and had activated the pilot controlled lighting, the accident would have been avoided. The airplane's firewall and left wing sustained substantial damage.

Brief of Accident (Continued)

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Occurrence #1: UNDERSHOOT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings
1. (C) PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings
2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. (F) OBJECT - APPROACH LIGHT/NAVAID

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings
4. TERRAIN CONDITION - GROUND

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
The failure of the pilot to maintain a proper glidepath while on final approach and his failure to maintain clearance, which resulted in an undershoot and subsequent collision with the runway's approach light standards. A factor was the approach light standards.